GRUMMAN
plane news
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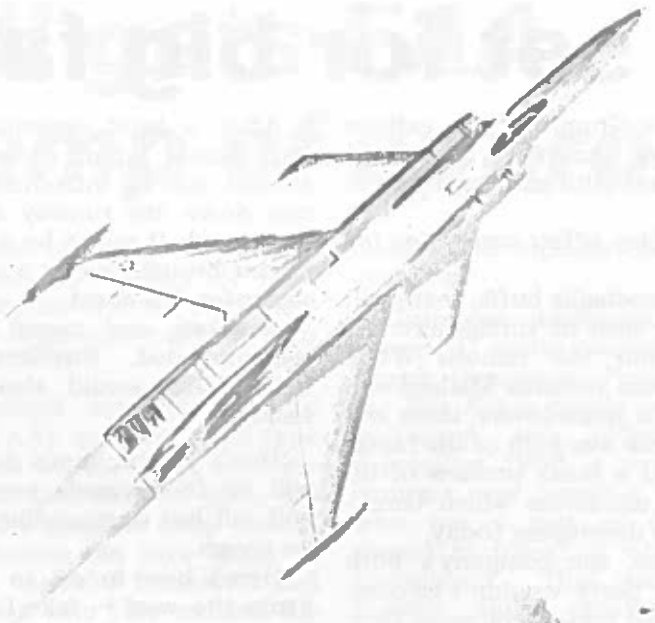
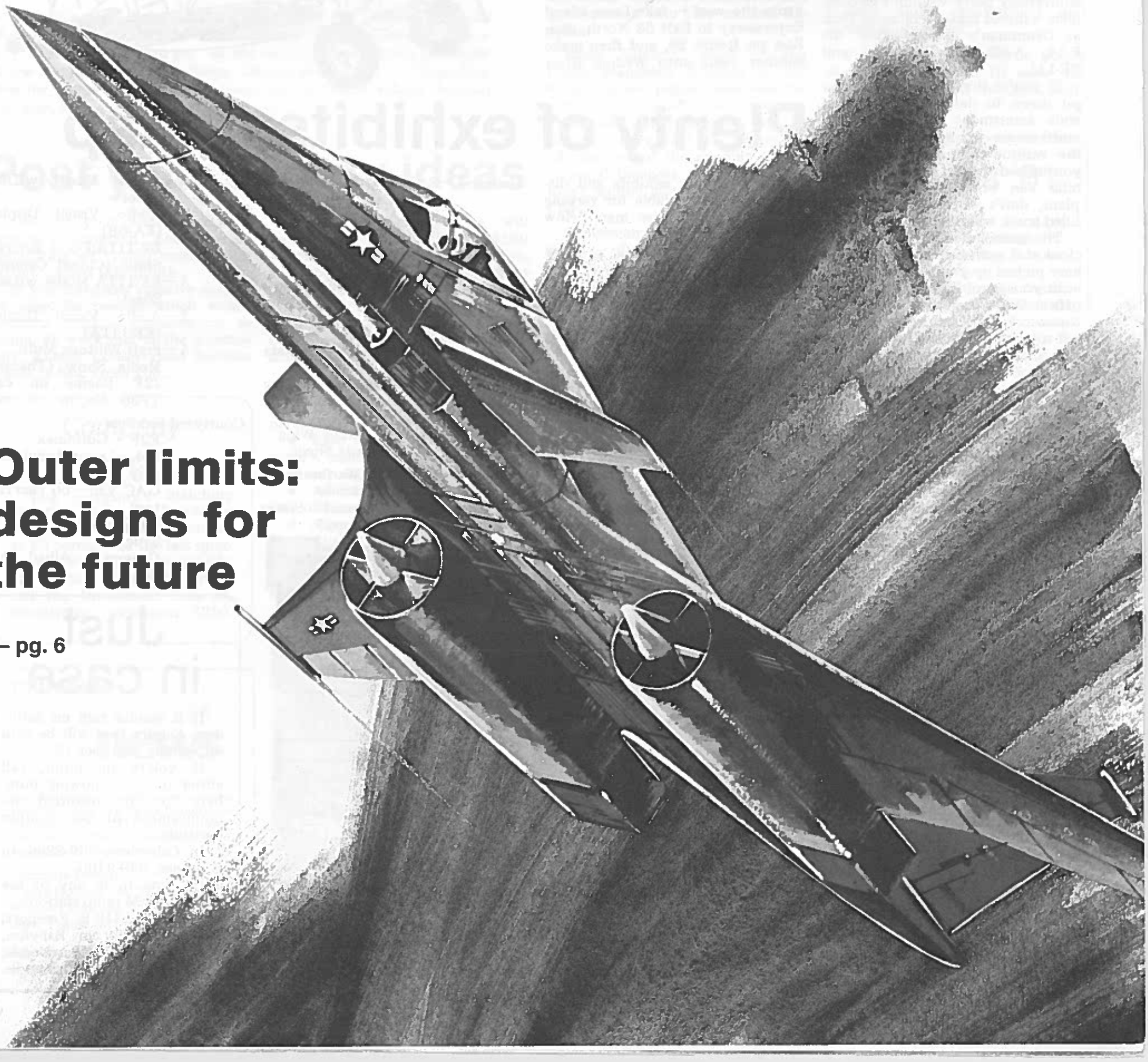




Outer limits: designs for the future

— pg. 6

All set for big family outing tomorrow

When the Grumman clan gathers at Calverton tomorrow, it's bound to be a grand 50th anniversary celebration.

Family Day offers something for everyone.

For the nostaglia buffs, there will be a whole fleet of vintage aircraft, ranging from the famous WWII Hellcat to the versatile Mallard amphibian. For space lovers, there will be a full-scale mock-up of the Lunar Module and a sneak preview of future space endeavors which Grummanites are developing today.

Of course, the company's 50th anniversary party wouldn't be complete without taking a close-up look at Grumman's current stars: the F-14, A-6E, EA-6B, E-2C and EF-111.

If you're the type who likes to get down to details, there'll be a wide assortment of displays and multi-media exhibits that explain the various company activities. If you missed the Grumman Memorabilia Van when it came to your plant, don't worry. The memory-filled truck will be there.

The gates open at 10 a.m. and close at 4 p.m. By now you should have picked up your admission ticket at your local Employees Services office. Don't forget to take it along tomorrow; no one will be admitted without this ticket.

Remember to enter the spacious Calverton grounds via one of the two south gates on Grumman Blvd. (formerly Swan Pond Road). When you arrive follow the directions of Plant Protection members to the parking areas. Parking is color-coded; blue tickets park in the sections with blue signs. Bus transportation will be available in some parking areas.

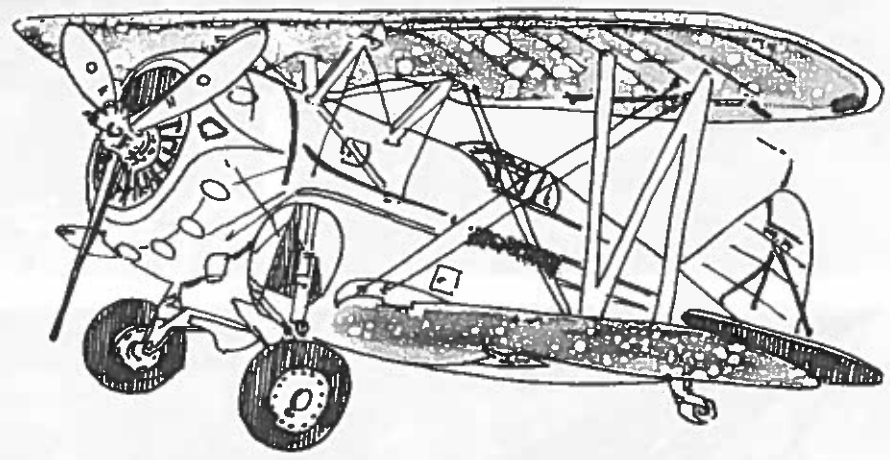
After a brief ceremony at approximately 1 p.m. each of the old aircraft will be introduced as they taxi down the runway and fly by the crowd. It might be a good idea if you brought along some folding chairs for this event.

Sneakers and casual attire are recommended. Strollers for the little folks would also come in handy.

Don't worry about food. There will be food stands nearby which will sell hot dogs, coffee, soda and ice cream.

Here's how to get to Calverton: From the west — take Long Island Expressway to Exit 68 North, then East on Route 25, and then make another right onto Wading River Road. Turn left onto Grumman Blvd. and proceed to the Grumman gate; or you can use the LIE Exit 69 onto Wading River Road, head north and then make a right onto Grumman Blvd. From the east — take LIE Exit 71 North (Edwards Ave.) head north and then turn left onto Grumman Blvd.

No matter which route you take, all the roads lead to Family Day at Calverton tomorrow. See you there.



Plenty of exhibits on tap

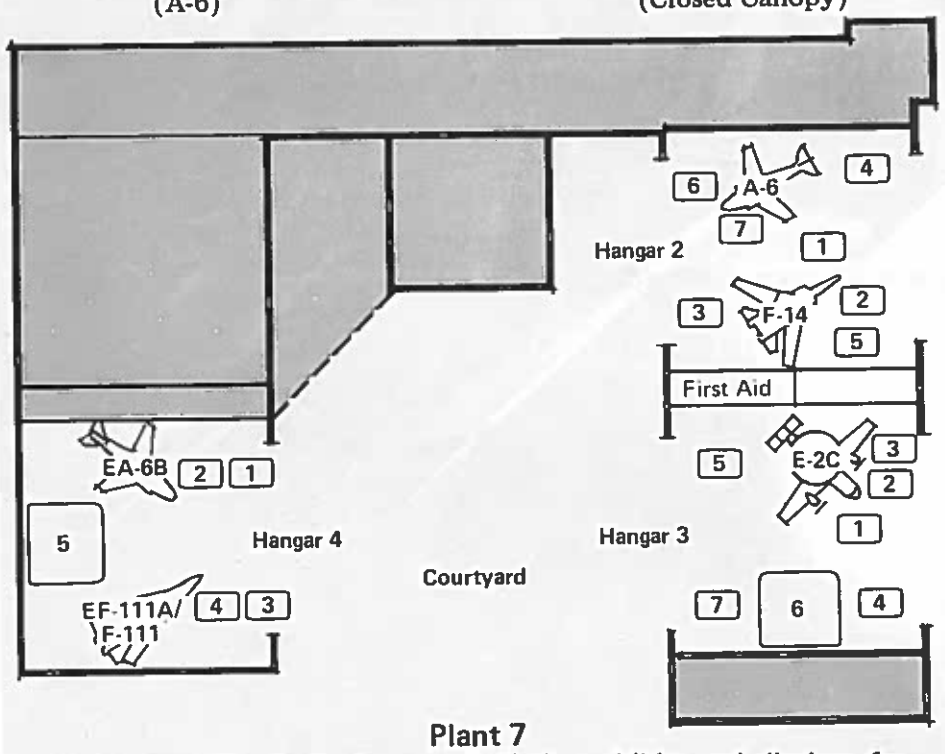
The following exhibits and displays will be available for viewing at Family Day. (Use map below for location key)

Hangar 2 — Fighter/Attack Exhibits
- F-14 Aircraft Static (Closed Canopy)
- 1 — F-14 Model w/Data Sheet
- 2 — Audio Visual Display (F-14)
- 3 — Motorized F-14 Display
- 4 — Audio Visual (Sea Legs)
- 5 — Huges Aircraft AWG-9 Display
- A-6 Aircraft Static (Closed Canopy)
- 6 — A-6 Model w/Data Sheet
- 7 — Audio Visual Display (A-6)

Hangar 3 — Early Warning/Control & Space Exhibits
- E-2C Aircraft Static (Closed)
- 1 — E-2C Model w/Data Sheet
- 2 — Audio Visual Display (E-2C)
- 3 — SCEPTRE Trainer Display
- 4 — V/STOL Model w/Data Sheet
- 5 — Space Model Display
- 6 — Grumman Multi Media Show (Theatre)
- 7 — Forward Swept Wing Model w/Data Sheet

Hangar 4 — Electronic Warfare/Power Plant Exhibits
- EA-6B Aircraft Static (Closed Canopy)
- 1 — EA-6B Model w/Data Sheet
- 2 — Audio Visual Display (EA-6B)
- EF-111A/F-111 Aircraft Static (Closed Canopy)
- 3 — EF-111A Model w/Data Sheet
- 4 — Audio Visual Display (EF-111A)
- 5 — Pratt-Whitney Multi Media Show (Theatre)
- J2F Engine on cart
- TF30 Engine on cart

Courtyard Exhibits
- F2F — Gulfhawk
- LM — Lunar Module Display
- GAC Van — 50 Year History
- 1942 Grumman Fire Truck
- Grumman Allied Products



Plant 7

Where to go. *Here's the layout of all the exhibits and displays for Family day in Plant 7.*

ESO has gift for you

In honor of its 50th anniversary, Grumman is giving each Grummanite a special commenorative pin this month. The gold and blue pin features the company's 50th year logo.

During the week of October 20, special pin cards will be distributed by the Payroll Department.

Take your card to the nearest Employee Service office and trade it in for your 50th anniversary pin.

Special arrangements are being made for distribution to retirees.

Just in case

If it should rain on Saturday, Family Day will be held on Sunday, October 12.

If you're in doubt, call either of the following numbers for the recorded announcement of the weather decision:

In Calverton, 369-2266; in Bethpage, 349-9400.

Or tune in to any of the following AM radio stations:

WGBB — 1240 in Freeport; WGLI — 1290 in Babylon; WALK — 1370 in Patchogue; WGSM — 740 in Huntington.

All systems go. *Fabricated and integrated by Grumman's Point Mugu Operations, the new EA-6B weapon system software laboratory (WSSL) is ready to go. At the recent ribbon cutting ceremony at the Pacific Missile Test Range, Charles Brown (L), Pt. Mugu Ops. director, presented Capt. P.V. Hendricks, NAVAIR EA-6B Program manager, with a commemorative plaque.*

GIII gets FAA stamp of approval

Corporate officials who've been waiting for the delivery of their new Gulfstream IIIs can start planning their trips and packing their bags.

The Federal Aviation Administration (FAA) has just given type certification to the sleek new executive jet. Certification gives the okay for the plane to carry passengers. Deliveries can now begin to the more than 70 businesses and governments who have ordered the plane.

Brian Vincent, chief of the Flight Standards Division of the FAA's eastern region, presented the certificate to Gulfstream American Chairman Allen Paulson at an awards dinner held on September 22, the eve of the opening of the National Business Aircraft Association's annual convention in Kansas City.

Gulfstream III — longer range version of the Gulfstream II — took to the air for the first time on December 2, 1979. Bob Smyth, Grumman Aerospace director of Flight Test Operations, has been the plane's pilot. "We're very happy with the aircraft's performance," Smyth says. "The entire test program was extremely successful."

Smyth adds that the success and speed of the test program were, in large measure, a credit to Calverton. "The ATS (Automated Telemetry Station) we have there can give you all your test information in one or two minutes." For example, getting results from the field-length performance test the FAA requires of all aircraft used to take days. At Calverton now, data are being printed out for the engineers as the test is being run.

Grumman developed the Gulfstream III under contract to Gulfstream American. Program Director Bill Fehrs points out that the prototype was rolled out in September 1979, a year after the contract was awarded. "Everyone who was a part of this project should be proud of what they accomplished. That was an exceptionally short development and certification period."

Fehrs says there is little doubt that the Gulfstream III sales will surpass the record of 256 Gulfstream IIs.

Post your energy ideas

Get out your doodle pad and crayons. Grumman Aerospace is sponsoring an energy conservation poster contest this month.

If you have any creative slogans or ideas for posters which would promote energy conservation at home, at work and in the community, Energy Conservation Services wants to hear from you.

The top three winners will receive cash prizes of $300, $150 and $75, respectively. In addition, all winning entries will appear as posters throughout the company in 1981 with credit given to originators. You don't have to be a Rembrandt either. Artists will professionally display winning entries.

Here are the contest rules:

- Submit entries on 8½ x 11 plain bond paper.
- Each entry should have originator's name, permanent number, mail stop and phone extension.
- All entries become the property of Grumman Aerospace.
- Submit to: Larry Merrill, Mail Stop B30-30 on or before October 31.
- Originality, not artistic talent, counts.

Company match

The company's matching contribution in the Employee Investment Plan will continue at 65 percent for the last quarter of 1980. If you would like information about the Plan, call the Investment Plan administrator, extension 7250.

Scholars '81

Now is the time to apply for the 1981 Grumman Science and Engineering Scholarship competition.

Each year, Grumman awards up to 12 college scholarships to Nassau and Suffolk counties' high school seniors; at least three are granted to dependents of Grummanites.

The grants cover tuition to a maximum of $3,500 year for courses leading to a bachelor's degree. Interested students should consult with their high school guidance counselors.

If their school is not in Nassau or Suffolk, they should call the Grumman scholarship office, (516) 575-2682. Deadline for applications is November 1.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Clare Byrne ext. 8999

Take off. *The new Gulfstream III corporate jet received its FAA type certificate on September 22.*

calendar

AIAA Club: Wed., Oct. 22, Antun's, Hicksville, 5:30 p.m., social hour, 6:30 dinner. Guest speaker will be Col. Norris J. Krone, Director of Air Vehicle Technology, DARPA. Guests welcome. J. Pyzanowski, Ext. 9450/8787

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

ASHRAE Club: Tues., Oct. 14, Hofstra Alumni Bldg., 6 p.m. Guests welcome. A. Rubenstein, Ext. 9831

China - Burma - India Vets Association: Tues., Oct. 28, GAA Bldg., Room A, 5 p.m. W. Pytlowany, Ext. 8616/8617 or R. Fong, Ext. 2484

Coin Club: (Bethpage) Wed., Oct. 22, Pl. 25 vendor conference rooms. Grumman employees only. K. Hale, Ext. 3717

Computer Club: Tues., Oct. 21, GAA Club House, 5 p.m. Guests welcome. I. Tish, Ext. 4783

GACE Flying Club: Tues., Oct. 14, GAA Bldg., 5 p.m., regular monthly meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Cycle Touring Club: Mon., Nov. 3, Knight Club, Bethpage, 5 p.m. Guests welcome. Phone reservations. T. Beckman, Ext. 8994

Grumman Disabled American Veterans Club: Wed., Oct. 15, Pl. 3 cafeteria, 4 p.m. Members only. T. Melia, Ext. 4750

Grumman Toastmasters Club: Wed., Oct. 15, Pl. 25 room C, 5 p.m. to 7 p.m., Humorous Speech Contest. Grumman employees welcome. P. Ivy, Ext. 2931

Polytechnic Alumni at Grumman: Tuesday, Oct. 21, 5-7 p.m. at Holiday Inn, Sunnyside Blv., Plainview; cocktail reception and presentation. Chris Witt, Ext. 3623.

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Guests welcome. E. Barsalona, Ext. 8322

Scuba Divers Club: Wed., Nov. 12, Chateau Restaurant, Wyandanch, 7:30 p.m., guests welcome. P. Craig, Ext. 8840

Ski Club: Wed., Oct. 22, Crow's Nest Restaurant, Melville, 8:30 p.m., guests welcome. A. Garmendia, Ext. 7819/8910

Society of Manufacturing Engineers: Mon., Oct. 13, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m. Guest speaker will be Don Wolf, Target Rock Corporation. Guests welcome. V. Pavlik, Ext. 8737

The National Secretaries Association: Thurs., Oct. 16, Polish Hall, Riverhead, 6:30 social, 7:00 dinner and program. Guest speaker will be Geraldine M. Sheridan, citizens advocate, Town of Brookhaven. Guests welcome. E. Gaias, Ext. 117-7397

Need a ride?

KINGSPARK/FORT SALONGA: Need 5th person for existing 4 person car pool to Bethpage. 8-4:30. R. Fedderson, X9732/269-6414

LAKE RONKONKOMA/LAKE GROVE: to Bethpage 8-4:45 approx. Join or form pool. Some flexibility required. B. Sidor, X6819/585-7854

NESCONSET/COMMACK/E. NORTHPORT: To Bethpage 8:00 shift. $60/20 days. R. Wellner, X6432

SAYVILLE: To Bethpage via Sunrise Hwy & Rob't Moses Pkway Van Pool 7-3:30. D. Lamb, X3097/589-4153

SMITHTOWN AREA: Start or join car pool. 7:48 Shift, flexible. J. Hickey 265-7739/X7752

people

Skurla named Adelphi trustee

Adelphi University announced that George Skurla, President of Grumman Aerospace, was elected to its board of trustees. Skurla is the third Grummanite to be a member of the board of trustees of the Garden City, Long Island, school.

"Adelphi, almost since its arrival on Long Island in 1929, has had a close and mutually helpful relationship with the Grumman Corporation," says Dr. Timothy Costello, president of the university. "Early in our history on Long Island, Clint Towl became one of our very active and helpful trustees. That relationship has been maintained by the trusteeship of Jack Rettaliata."

In addition, the library of the 12,000 student liberal arts university is named for Jake Swirbul, one of the founders of Grumman Aerospace.

"George Skurla continues the Grumman presence on our campus, "Dr. Costello goes on to say. "His knowledge of management in the international world and of Long Island brings assets that Adelphi very much needs as it faces the next 10 years of change and challenge for universities."

Skurla was elected to the board for a three year term.

Against the wind

The America's Cup Challenge is over now, and *Freedom* beat *Australia*. And Bill Jorch, who had been the navigator on Ted Turner's boat, *Courageous*, is glad to be back home.

Courageous, which won the last America's Cup Challenge in 1977, was knocked out in the elimination trials shortly before Labor Day. Jorch, who is in Computer Engineering, Plant 25, operated the boat's hand-held computer which updates the boat's position every two seconds, and determines wind angle and speed, and other tactical information.

"No one likes to lose," says Jorch, "but I think everyone took it pretty well. Our crew was a very mature bunch, and we're all close friends. We decided early on that if we left Newport as friends, we'd consider the summer a success. We were lucky to have won it in '77, and that was enough."

"I guess it was most difficult for Ted Turner, although his reaction was mixed. He seemed relieved in a way after we were

Bill Jorch

knocked out, because the pressure was off — but he's not a guy who takes defeat easily."

Will he sail again in 83?

"No," says Jorch, "although I'd like to be involved on a technical level as a consultant on the computer. But it just takes too much out of you — out of your life."

More than for Gipper

"Make them stretch to the limits of their abilities, and when they achieve that, make them reach out again for even greater heights."

Tom Capozzoli figures that's the way to coach a football team. And Contemporary Books, Inc., thought so much of his advice that they published it. *Coaching Football For Young Athletes* will be on the bookshelves in early October.

Tom, who's director of Material Control in Plant 30, wrote the book on his weekends back in 1975 at the end of his coaching career for St. Dominic's High School in Oyster Bay.

"My son Tony graduated that year from St. Dominic's and got a full football scholarship to Penn State. I stopped coaching because I wanted to watch him play; but I continued talking to guys who were coaching their kids' teams and who would come to me for help. That's how I got the idea of getting it all down on paper."

Tom believes his book offers excellent instruction for beginners in football.

The book will be available in paperback ($7.95) and hardcover ($14.95) at ESO.

Tom and Tony Capozzoli

Winning ways. *Like fellow Grummanites, President George Skurla spends his free time pursuing other avenues of adventure. An aircraft and glider pilot, Skurla also has a keen interest in racing. While at the Lime Rock Race Track in Conn., Bruce MacInnes, champion Formula Atlantic driver, gave Skurla some tips on how to drive his Formula Ford racer.*

Retirees journey down memory lane

"I wouldn't have missed this for anything," said Fred Tommesen, who retired from Grumman in 1976. "This brings back a lot of memories."

Fred was one of more than 250 members who attended the Grumman Retirees Club September meeting. The big attraction was the Grumman Memorabilia Van, open to retirees for the afternoon.

John Milli, who worked in Avionics Test until his retirement six years ago, pointed out the model of the Hellcat to his wife.

"Josephine didn't work here, but she had to put up with me for 26 years while I did. I used to check out the landing gear on the Hellcats."

"He used to wake up in the middle of the night, screaming 'Watch the wheels! Watch the wheels!' " said Josephine. "It used to scare me at first, but after a while I learned to sleep right through it."

Jack Vogeney stopped to look at the bronze busts of the company founders — Jake Swirbul, Leroy Grumman, Clint Towl, and Bill Schwendler. "That one I remember," said Jack. "The statue of Jake Swirbul. It used to be in Plant 5. I worked in Security until I retired in 1970, and I used to pass it as I made my rounds at night. If it looked dusty, I'd brush it off once in a while."

John Karanik, who was in Engineering Program Management until he left in 1976, liked the old photographs best.

"That's me," he said, "third from the left at this front table." He was pointing to a picture taken at the Waldorf Astoria in 1945. "It was a dinner dance for the company's 15th anniversary."

Art Fey jammed his hands down in the pockets of his windbreaker, staring into the glass model case.

"Look at all these things. . .all the aircraft that were made here. The growth of this company has been phenomenal, and I really don't believe you could start something like this today. It was a very different time.

Learning from scratch

"When I started here, I was like so many other guys — we didn't even know how to drive a nail straight. But someone would come and show you a job, step by step — and then you'd teach the next guy. I had worked in other places, but they weren't like this."

Tom Serio, who worked here from 1942 until 1970, agreed. "This company has always been a family, with people who really care about what happens to you."

Tom Sinatra, another 1970 retiree, joined the conversation.

"Do either of you remember a guy named Lou Barbetta?" he asked. "He worked in the Public Relations Department here years ago. I think he had been a boxer."

"Sure," said Serio. "But everyone knew him as 'Peanuts.' Peanuts Barbetta was very well liked, and a very powerful man in the company. In fact, there used to be a saying here. . ."

"Right," said Sinatra, laughing, and all three men punned it at once: "If you work for Grumman, you work for Peanuts!"

Biggest fans

"Of all the people that have walked through the van, I think the retirees have gotten the biggest kick out of it," said Herman "Schoney" Schonenberg, the Grumman Historian. "After all, they helped shape the company's history, and it was a big part of their lives."

Do they miss it?

"Sure, once in a while," said one retiree. "I liked my days here, but those days are over — and I'm enjoying this time, too. For example, you're probably going back to your office right now. And my friends and I are going out for a beer. Not bad, right?"

Big hit. *Long Island retirees got a big kick out of the company's 50 year Memorabilia Van.*

obituaries

FRED H. MULLER of Wing Final Assembly, Pl. 3, died Sept. 20 at the age of 54. He had been with company since 1952 and resided at 31 Austin Ave., Amityville.

Personals

I wish to thank all my friends and coworkers for their kind thoughts and gifts on the recent loss of my son Paul. Evelyn Baerenklau

The family of the late Frank Campenni acknowledges with grateful appreciation your kind expression of sympathy. The Campenni Family

We wish to thank my friends and coworkers for their thoughtfulness and sympathy following the recent loss of my mother. Goodwin G. Peterson and Family

I want to thank my co-workers and friends for their kind expression of sympathy following the recent passing of my mother. Dick Brummer

I wish to express gratitude to my coworkers and friends for their concern and wishes during my recent eye surgery. Marty Lieblang

We wish to thank my co-workers for their thoughtfulness and sympathy following the recent loss of my mother. Leonard G. Polak and Family

what do you think?

November is a special time for Americans, time to exercise a special right, and obligation. It is time to vote. We wondered, though, how Americans decide which levers they are going to push down when they finally enter the voting booths on November 4 and close the curtain behind them. So we asked a few people in warehouses 6 and 8 in Bethpage: How do you decide which candidates for political office you are going to vote for?

Morris Turner

I really look at their personality and the way they come across. I believe in God and look at candidates who are strong Christians. What really turns me on is when you can feel the person when he's making a speech. Sometimes I sit down and listen to a person and there's something about that person that gives me the feeling he's the right man.

John LaRocca

I usually vote for the man I see is trying to improve something. I go by past experience. I think that 90 percent of the people don't trust candidates. People will put somebody in office by what they promise, and they're not being done. I vote for the man I think is going to do right by the people, but it's tough to find that person.

Charles Salerno

I don't believe their promises, but, what else are you going to do? If candidates are going for reelection, I go by their past performances. If they're new candidates, I try to read up as much as I can about them: what they did before and what they stand for, their views on foreign policy and national policy.

Robert Jump

I look for someone who's out for the working man. I've always stuck pretty much with the Republican Party. No, I've never switched to vote for someone from another party. I definitely would, though, if I thought the other candidate was better.

Sneak preview of things to come

The 1980 presidential candidates agree on one issue: the United States must sustain its world leadership in defense.

As a longtime leader in the aerospace industry, Grumman Aerospace continues to explore new systems and technologies that will keep the U.S. tactical air force second-to-none.

Renso Caporali, Vice President-Development, speaks candidly of the U.S. vs. Soviet developments in military aircraft systems:

"Let's face it. The Soviets are spending a higher percentage of their gross national product on the military than we are."

"Because of increased funding and total state control of industry, the Soviets are currently introducing new tactical aircraft at the rate of close to one per year. This compares to one about every seven years for the U.S."

Not too long ago, the U.S. argument for complex, high-technology systems was that they helped make up for being outnumbered by less sophisticated Soviet aircraft, points out Caporali.

"But the Russians have continued to hold onto their numerical lead while also narrowing the technological gap. We're at the point where the pursuit of still greater technology may not be enough to offset the potential threat. We've got to start being concerned about numbers, too," stresses Caporali.

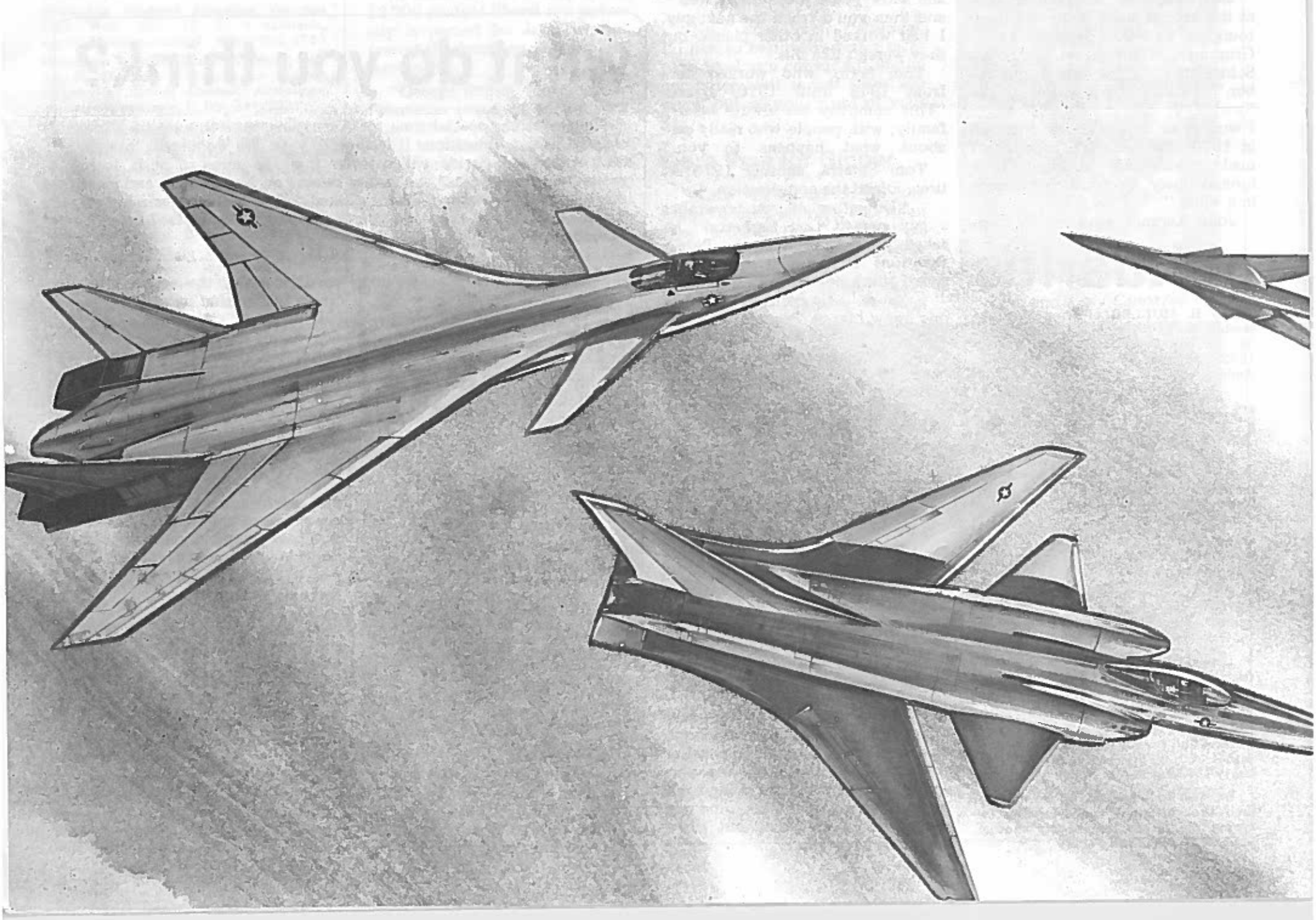
Today's budget constraints dictate that economics be taken into consideration in tomorrow's aircraft designs. "We not only have to design aircraft in response to what the opposition's aircraft can do," says Caporali, "but tomorrow's aircraft must be smaller, lighter and less expensive."

Caporali stresses that "this doesn't mean less quality or reduced emphasis on new technology. What it does mean is putting technology to work to combine affordability with high performance."

Today, emphasis is on pursuing those key technologies on which future tactical strike aircraft will depend. In the meantime, more emphasis is being placed on applying advanced technologies to existing aircraft to increase their effectiveness over a longer period of time.

Automatic benefit

A good example of this approach is Grumman's Radar Guided Weapon System (RGWS). This standoff system's accuracy is 10 times greater than conventional systems. It has already undergone extensive testing on an F-14 test plane and could be operational on the fleet's A-6 Intruders by the mid-80s. Such improvements keep existing aircraft flying years longer.



Future concepts. *The artist's concepts displayed on these pages and on the cover are not actual aircraft designs. Rather they are examples of the designs developed during Grumman studies to demonstrate what advanced technology can do. (Renderings by Bud Parke)*

As for exploring new technologies, Grumman engineers are investigating numerous avenues in aerodynamics.

In the near future, Grumman hopes to have the opportunity to test out the forward-swept wing concept. DARPA (Defense Advanced Research Projects Agency) soon will select an industrial firm to build a full-scale forward-swept wing technology-demonstrator aircraft.

Advanced composite forward-swept wings, along with computer-controlled canards, will be given a gamut of flight tests to prove their feasibility and practicality as a future wing design.

Future look

In cooperation with the U.S. Air Force, Grumman designed and built a supersonic tactical aircraft configuration (STAC) model which has already undergone tests at the Air Force wind tunnel at Tullahoma, Tennessee.

Grumman built the model with an assortment of new technologies in mind. Engineers were able to study ways to minimize supersonic drag through engine placement and design of wings, fuselage shape, and tail and canopy. "STAC showed that by using advanced technology you can open up a new whole supersonic flight regime for future fighters," says Caporali.

Grumman engineers are also taking a long, hard look at super-critical wing technology. "There is a distinctive increase in drag when a plane goes from transsonic to supersonic speeds," says Caporali. "You'd like to find the right wing profile so you'd postpone hitting this high drag plateau. With super critical wings, you'd have a whole new transsonic fighter."

Also on the boards is a versatile mission-adaptive wing which can literally change its shape in flight.

Caporali calls it "a wing for all missions." Unlike today's aircraft with its hinge lines for leading edge slats and flaps, a mission-adaptive wing might have a smooth surface and via computer warp mechanically into the desired shape.

Better powerplants

Performing in an increasingly hostile environment will demand tomorrow's fighters cruise supersonically for long periods of time. Today's aircraft use fuel-hungry after-burners to fly supersonically and therefore can cruise for only brief periods of time.

The next generation must be able to cruise supersonically "dry" — without turning on after-burners.

According to Caporali, the propulsion required is well within the state of the art — provided the necessary airframe aerodynamics are incorporated. Advanced engines will be smaller and lighter without sacrificing thrust.

Such design changes will necessitate computers playing a growing role in tomorrow's tactical aircraft.

Advanced electronic data processing will supply pilots with more information, faster than present systems.

Computers will be used extensively to help pilots control the complex-handling tactical planes of the future.

Because of the changing role of pilots, Grumman is also researching other man-machine concepts. "Advanced aircraft can only be as effective as the man who flys them," declares Caporali.

To help the pilot, there will be a high-G, high-visibility cockpit. During high-G maneuvers, the seat tilts back to reduce G-loads on the pilot. Meanwhile, a unified instrument panel slides forward to keep basic flight information in full view of the pilot.

Digital cockpit displays and full-color screens will also be part of the package.

Grumman is also addressing "information shock."

"With the advances being made in data collection, the pilot has a slew of information available to him," states Caporali. "We're looking into the best way to present this information to the pilot . . . to make sure he gets no more and no less than he needs."

Next contract

The Grumman vice president stresses that the competition to build the next tactical aircraft is extremely keen.

"But when it comes to exploring these new advanced technologies, Grumman is in with the leaders."

Caporali points to the upturn in study awards which Grumman won over the last five years and the increased amounts of internal research and development funds allotted by the company.

"Though it's more like a marathon race where the lead in various technologies changes hands frequently — Grumman takes the back seat to no one."

United Way...now more than ever

The annual United Way campaign at Grumman kicks off Monday, October 13, and already you can hear the most frequent response.

"Why me? I'm perfectly healthy, so are the wife and kids. My parents are living it up without a care in the world. Why should I give?"

Today's inflationary times help add fuel to the fiery response.

"Do you know how many payroll deductions I already have? Savings bonds, credit union loans, car insurance, you name it I'm deducting for it."

'We're asking people to stretch a little and give more'

These are all legitimate responses . . .to a point. But you never can tell when you might want to or *have to* use one of the 109 United Way affiliated agencies on Long Island.

It pays to be prepared. You never know when you'd have to use a hemodialysis machine at an United Way affiliated hospital. Or your child might need speech therapy. Your grandson may have to use a day care center while your daughter goes back to work to fight inflation. Your parents might decide the senior citizen center down the road is a great place to meet new friends.

Take a glance at the 1980 booklet containing the scores of United Way agencies that are readily available to your family.

Chances are some of your neighbors are being helped by one of these agencies. Perhaps, it's the little boy down the block who cuts your lawn, your old Army buddy, or your next door neighbor.

If you give the United Way, you have something to do with the help that all these people receive; people you know, people who you care about. One out of every four Long Islanders uses the services of human care agencies and non-profit hospitals supported in part by United Way funds.

Today, 83 percent of the Grumman workforce give to the United Way year-round via payroll deduction. The average gift in Grumman Aerospace is $36 per person.

"Even though inflation is taking its toll on everyone, we're asking people to stretch a little and give more," says Bob Myers, Vice President-Resources at Grumman Aerospace and head of this year's campaign. "In order to meet our objectives the current givers must give more. The agencies that receive United Way allocations see the same inflationary costs that we all see in our living costs and will need your generosity more than ever this year.

"Even if everyone would just increase his weekly gift by 25 cents, it would help dramatically."

'United Way will need your generosity more than ever'

For those diehards who are not swayed by the "be prepared" philosophy, consider your United Way donation as an investment in your community. A town with a broad spectrum of human service and health and social services is enhanced in real estate value.

If you're one of those people who have difficulty keeping tabs on your charitable donations for income tax purposes, your total United Way contribution via payroll deduction is on your last pay check stub of the year. It proves quite handy when it comes time to pay Uncle Sam.

So you're almost sold, but you have one more question: "It looks like a good deal, but how much of each dollar I give really gets to the individual agencies."

Unlike many charities where only a small percentage of the money you give goes to the intended recipient, over 86 cents out of every dollar collected by United Way goes directly to member agencies. Hundreds of United Way volunteers (including your co-workers) make the drive efficient and economical.

If you happen to be one of the 17 percent of Grummanites not giving the United Way, how about it this year? Your co-workers, neighbors and family are counting on you.

Q.& A.

Why do some agencies charge fees for services when they are United Way supported?
Normally fees are charged on a sliding scale, based on an individual's ability to pay. By charging people who can afford to pay for services, agencies are better able to help more people, especially those with little financial resources. Agencies do not refuse service to anyone just because they cannot afford a fee, and this is how United Way dollars are invested.

What if I have an objection to one of the United Way agencies?
Objections, questions, and concerns about United Way or any of its agencies are encouraged, and will be addressed. In most cases it has been found that such complaints are based on misconception or misinformation and can be remedied with accurate information. In situations where objections are found to be valid, United Way works to correct problems and improve the quality of services to people. At any rate, a contributor can designate his gift to any of the over 100 health and human service organizations that need and deserve the contributor's support.

Why does United Way support agencies with religious affiliations?
United Way supports organizations that provide services to people in need. Every United Way agency is required by the admissions standards to serve those who need help regardless of race, creed, color, religion, or national origin.

Campaign starts Oct. 13

Chances are that some big, burly football player on television has already told you that United Way campaigns are underway across the nation. At Grumman, the annual drive on Long Island begins this Monday, October 13.

Grumman takes pride in its past high percentage of participation. Last year, Grumman Corporation and its subsidiaries on Long Island hit the 95 percent mark and contributed over $660,000.

"This year, we're striving for better than 95 percent and a goal of $700,000," says Bob Myers, Grumman Aerospace Vice President-Resources and head of the 1980 campaign. "We've got our work cut out for us."

In the current participation standings, Grumman Credit with 10 people is at the top of the chart with 100 percent. Aerospace has 85; International, 84; Energy, 82; Grumman Corporation, 74; Data Systems, 65; and Allied, 65.

"Although you can make a lump sum donation, the payroll deduction method is strongly encouraged," says Myers. "By giving a little at a time, you can painlessly donate a very significant gift.

"Both you and the United Way benefit. . .the constant gift you provide assures the agencies of evenly distributed funding throughout the year," adds Myers.

Grumman's United Way representative for your department will be approaching you soon to explain the mechanics of the donation process if you have any questions.

Aerospace standings

Department standings in Aerospace by percentage of participation are: Program Management and Space, 94; Material Management, 93; Flight Test, 90; Great River Ops., 90; Product Training, 90; Quality and Safety, 90; Engineering, 89; Subcontracts and Commercial Products, 89; Treasurer, 89; Procurement Ops., 85; Product Development Center, 85; Resources, 85; Calverton Ops., 84; ILS, 83; Software, 83; Corporate Staff, 81; Maintenance, 78; Personnel and Administration, 74; and Security and Transportation, 63.

Glen Arm, Maryland, leads the off-Long Island campaigns with 86 percent. Following Glen Arm are: Pt. Mugu, 80; Stuart, 78; West Coast Office, 78; Field Base Administration, 77; Field Service (corporate staff), 66; Milledgeville, 60; and Washington Office, 60.

Prizes for givers

In keeping with tradition, Grumman is once again offering prizes to those Grummanites who contribute to the United Way campaign. Top prize this year is a brand new, 1981 Chevy Chevette.

The appreciation drawing, for all those who are already on payroll deduction, takes place today. The prizes are:

(2) $500 shopping sprees; (3) prizes of 100 gallons of gasoline; (2) indoor/outdoor portable TVs; (6) quartz Holagen auto spotlights; (6) picnic sets (service for four); (6) car vacuums; (2) gas barbeque grills; (2) bicycles; and (6) sets of Grumman glasses.

Early birds

The early bird drawing, for all those already on payroll deduction and those who sign up during the first week of the campaign will be held on October 24. Prizes are:

(2) $500 shopping sprees; (3) prizes of 100 gallons of gasoline; (4) indoor/outdoor TVs; (2) microwave ovens; (2) AM/FAM stereo cassette sets; (2) gas barbeque grills; (2) bicycles; (8) quartz auto spotlights; (4) auto vacuums; (4) binoculars; (4) instamatic cameras; (4) weekend travelling bags; (6) picnic sets; and (6) sets of Grumman glasses.

There will be two drawings on December 2. One for "generous givers" and those who increase their donations by 50 cents a week or more; four 19-inch color televisions will be given away.

Grand prizes

The other drawing, for all those who contributed to the 1980 campaign, offers these prizes:

(1) 1981 Chevy Chevette (including tax) ; (3) $500 shopping sprees; (3) prizes of 100 gallons of gasoline; (4) indoor/outdoor televisions; (2) microwave ovens; (2) AM/FM stereo/cassette sets (2) gas barbeque grills; (2) bicycles; (8) quartz auto spotlights; (4) auto vacuums; (4) binoculars; (4) instamatic cameras; (4) weekend travelling bags; (6) picnic sets; and (6) sets of Grumman glasses.

In all, 147 prizes will be awarded.

The way it was

The stars came out for LI hospitals

Back in the Fifties, the number of front lawns on Long Island was growing rapidly. But all was not coming up green.

The growth of the communities on Long Island was overwhelming its voluntary hospitals. There were five such hospitals on the Island in 1951, and they didn't have the finances to expand their facilities to meet the demand. To help them, the Long Island Industry Fund, the forerunner of todays' United Way of Long Island, was set up—and Grumman's Jake Swirbul was its permanent chairman.

To publicize the plight of the hospitals, it was decided that the Fund sponsor a show. "Star Nite" became the largest "live" show in the country in those days.

The first show, held on Sunday, September 16, 1951, at Belmont Park, was an extravaganza, a spectacle. It had an remarkable lineup of stars: the Ink Spots, Ezio Pinza, Sam Levenson, Peter Lind Hayes and Mary Healy, Bert Parks, Steve Allen, Ray Heatherton and many others.

It lasted five hours and was credited with raising $75,000 for the Fund.

"The stars gave of their time for nothing," remembers Jack Rettaliata, former Vice President of Public Affairs. "Because all of the work was done by volunteers, it took practically all year to plan each show and nearly all of Long Island's businesses were involved."

The logistics became almost as remarkable as the shows, reaching a sort of pinnacle in 1953 and 1954. Those two years there were "twin" shows, held almost concurrently at Belmont and Roosevelt Raceways. "We had to shuttle stars back and forth with helicopters," Rettaliata recalls.

There were 81,000 people at the two raceways in '53, and a year later an amazing 94,000 watched Eddie Fisher, Jackie Cooper, Morey Amsterdam, Patti Page, Jane Pickens and others perform. That total, by the way, included about 19,000 people who attended an afternoon "circus" for the kids.

There was also always a prize drawing at the shows. Cars, refrigerators, you name it and they probably awarded it. The grandest of all grand prizes was won by Grummanite Peter Loganzo in 1954. He had to bring his family to the prize: a $20,000 home.

The gala in 1958 was the last time "Star Nite" would shine on Long Island. "We never expected the shows to go on forever," Retaliata recalls, but they did leave many people with many fond memories.

"Over the years my kids would recall that night, " Lew Gibson says of the 1957 "Star Night." He attended with his wife and children. Gibson, now working in Seattle as a Grumman representative to Boeing, remembers, too. "The crowd's reaction to the stars was, I think, even stronger than people react to stars today. They put on first-class entertainment. It was the highlight of that period."

"They were great!" recalls Harry Vest of ILS Estimating Resources. "I still have a lap robe I won at one Belmont show." He caught one of the prize-tagged tennis balls thrown out into the crowd by Jinx Falkenberg, former Yankee pitcher Allie Reynolds and former tennis ace Billy Talbert.

And many Long Islanders still remember Eddie Fisher singing from the gondola of a balloon used in the filming of "Around the World in 80 Days".

And now, here's Johnny. *Carson, that is, on the left; comedian Dick Shawn, and quiz show emcee Jack Barry.*

Welcome. *With Greta Thyssen, "Miss Star Nite," are (L-R) Bert Sternfield, Bill Robertson, James Rigg, and Bill Hoffman.*

Their beer was Rheingold. *Tel Faller and Henry Scheible welcome 1958's contestants for the Miss Rheingold title.*

Art-photo show entries due November 10-12

Next month Grumman amateur artists and photographers will have the opportunity to exhibit their talents at the annual Art and Photo Show.

Grumman Recreation will be accepting entries on November 10, 11 and 12 from noon to 1 p.m. and from 4 to 6 p.m. in the new Recreation building.

In the art division, Grumman employees and retirees may enter a maximum of five entries; no more than two in any one category will be accepted.

Paintings should be framed, wired and ready for hanging. Artwork (including the frame) should not exceed 48 inches.

Art division categories are: oil, plastics, acrylics — landscapes/seascapes, still life/miscellaneous, figure/portrait, and nature; watercolor; pastels; graphics; sculpture; and non-objective/abstract.

As for the photography segment, Grummanites may enter a maximum of eight entries in this division; no more than two will be allowed in any one category.

Minimum acceptable print size is 8x10 inches; prints must be mounted. Slides are acceptable only if in cardboard mounts or if sandwiched between thin plates. Slides must be correctly spotted for projection and identified with entrant's name, entry number and phone extension.

The four photography categories are: black and white prints, color slides and snapshots. Except for the snapshot category, all categories will be split into subdivisions consisting of pictorial, nature, still life and abstracts, portraiture, human interest and close-up/macrophotography. The snapshot category includes photos taken with a handheld camera; maximum size is 4x5 inches.

A U.S. Savings Bond will be given as the "best in show" prize. Three bonds will be given; one for the best entry in the art division; one for the best print and one for the best slide will be presented in the photo division. Special retiree

Calverton champs. *Members of the Calverton All-Stars are (L to R) front row — Larry Combs, Art Bolomey, Chick Robb, Larry Dimiceli, Mike Longo, Charlie Bisignani; middle row — Karl MacDonald, Joe Caruso, Bob Montag, Bill Knaub, Butch Baffa, Rudy Novissimo, Arnie Vincent; back row — Carl Holmes, Pete Howell, Harry Munson, Doug Beauregard, Ray Nirrengarten, Dale Marlow. Missing: Bob Cooke and Phil Kieper.*

All Stars outshine all

Even though they were only rookies in the Brookhaven softball league, the Calverton All Stars had a mighty, fine season.

On Sunday, September 7, the Grumman team clinched the Brookhaven "C" championship by sweeping the playoffs in three straight games.

In the championship game, Butch Buffa slammed back-to-back home runs. Buffa also led the league in homers with 18. Larry Combs went four-for-four at the plate, with three consecutive doubles. He finished the playoffs with a .750 average. Dave Marlow batted .625; Harry Munson, .500.

The champs were coached by Chick Robb, Art Bolomey and Bob Montag.

Pistol teams win openers

The Grumman .22 varsity pistol team, runner-up for the past two seasons in the Long Island Industrial Rifle and Pistol League, defeated their chief opponent by the close score of 1091-1087. The losers, Mitchell Field Gun Club, suffered their first loss since entering the league. Tony Scesny fired 285 to lead the team with Ron Trenkner (271), Whity Northridge (270) and Nick Evangelides (265) building up the score.

The Hawkeyes, last year's winner in Division 3, have moved up to play stiffer competition in the second division. They dropped their opener to the Islip "300" Gun Club, 935-970. Ed LeCun led the team with 244. Fred Sender (239), Harvey Sperling (227) and Jery Cardile (225) completed the scoring.

Three Grumman teams compete against mutual opponents and each other in the six-team Division 3. In order of highest team-scores the results of each teams opener are:

"E" team defeated IBM, 976-904, with Tom Cassino (252), Bill Rommell (248), Jim McCann (243) and Sy Cohen (233) contributing.

"B" team defeated Kollsman, 949-883, and was led by Mort Weinberg (255), Howie Saltzman (232), Joe Parisi (232) and Ray Nordmark (230).

"D" team lost to XRAC, 877-967. Art McKee (254), Jerry Minerva (222), Ed Zabo (205) and Lou DeTurris (196) were top team shooters.

The International varsity team, firing in the Center Fire league, copped a win over Huntington Marine, 1038-907. Eddy Kovacs paced the team with a 265 while Ron Trenkner was just a point back at 264. Mort Weinberg (257) and Emil Babyak (252) helped make the opener a success. As an open team without roster limits, the team set a new league record with 28 shooters participating.

Hole-in-one

Two Grummanites recently celebrated with their golf partners when they carded hole-in-ones.

Frank Leone took only one stroke on the 14th hole of the Robert Moses golf course. He used a wedge for the 90-yard hole. It's Frank's second hole-in-one. Playing with Frank were John Zaccaria, Vin Valetutti, and Sam Leone.

There was a mini-celebration on the Bethpage State Park Red Course recently, when Ron Winter scored a hole-in-one on the 17th 160-yard hole. Ron used a seven-iron. Playing partners were Jim North, George Franke, and Al D'Amico.

Soccer: sport for all seasons

All you have to do is drive by an athletic field on a weekend afternoon and you'll find out how popular soccer is on Long Island.

Founded in 1951, the Grumman Soccer Club has gone through numerous changes during the last three decades. Today, Grummanites play year-round.

Grumman enters the L.I. Soccer Football League (LISFL) every fall and spring. During the summer, there's tough competition in the Jones Beach tournament. Winter play takes place every February and March in the LISFL indoor league.

If you're a soccer player for all seasons, the Grumman Soccer Club would like to hear from you. Call coach Leon Akl, Ext. 115-3676.

Women, too

The LISFL is considering the establishment of a women's division for players 19 years old and up. If enough women at Grumman are interested, a women's team will be formed. Call Akl.

Grummanites cook up great picnics

They each have a flavor all their own, but they are still very much a Grumman treat.

Those are the family picnics held 'round the Grumman world, and the picnics held recently in Millegeville, Georgia, and Glen Arm, Maryland, weren't much different from the original on Long Island. It's just that the folks down south made their own variation on the recipe.

"It was really a very good picnic," exclaimed Paul Causey, Glen Arm's plant 56 manager. This was the 13th picnic held there, and it featured a Maryland-style "bull roast". "It's pit-roasted beef," Causey explains. "You start with rounds of beef roasted over charcoal." Add that to the grilled sausage and barbecued chicken and ham and there was some good eating for the more than 1000 people who attended the picnic, held on the banks of the Bush River.

On the same day, September 6, another 1,100 Grummanites were also having a family gathering. While their Maryland cousins were feasting on the bull roast and Maryland crab soup, the Georgians were enjoying Brunswick stew and barbecued pig. To thrill the youngsters, they hold two pig catching contests, one for kids up to 12 years old, another for teens.

"Best picnic we've had," Tom Lahey, Milledgeville Operations deputy general manager, tells.

Glen Arm

Milledgeville

GRUMMAN plane news

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